



messing about in BOATS

Twice a Month

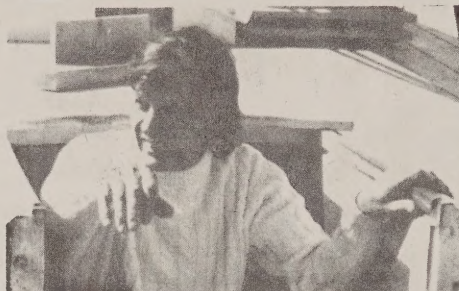
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Commentary



BOB HICKS



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Our Next Issue

... will go into the mail around November 1st. Subscriptions received before that date will begin with Issue #13 unless otherwise requested. Subscriptions can be ordered starting with Issue #4 if desired. Issues #1, #2 and #3 are out of stock.

In the Next Issue

... we expect to feature a variety of subjects including a visit with a young traditional canoe builder, a story on a really different sort of boat (promised for this current issue but not ready in time), a kayak trip to Monomoy Island off Cape Cod, a peek at an Alden Ocean Shell race, and such.

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On the Cover

... one of Phoenix Boatshop's little sailboats arrives at Pemaquid Harbor on the cruise at the Christmas Cove traditional small craft meet late in September.

Well, here is Issue #12, the first half year of publication completed. Getting out twice a month is a busy schedule, but also very rewarding because the news items are still fresh when we publish them, not something from four months ago. Those of you who have been subscribers since early issues must now be accustomed to the arrival in your mailbox of MESSING ABOUT IN BOATS twice a month, not once every two months. Those who just recently subscribed haven't yet had the chance to experience this much more frequent delivery of local New England boating activity reports. And, those receiving this as a sample copy for the first time, keep in mind, our main idea is to bring you CURRENT news about LOCAL New Englanders who are doing interesting things with interesting boats FREQUENTLY.

This issue also pretty well wraps up the on-the-water season of activities. While we will be continuing to carry items concerned with on-the-water activity right through the winter, such events will be few and far between. It's time now to get into our "winter" features, concerned with people building, designing, or dreaming about interesting boats. These people will be professional builders, semi-pro builders, amateur builders. They'll also be restorers in similar categories. Incidentally, my "semi-pro" is someone who is building or restoring and selling his or her work, but not making it a full time livelihood. The people in between the amateur and the professional.

Amongst our subjects will be close looks at several successful building school efforts, including Lance Lee's new Apprenticeship in Rockport, ME.

We will have lots of interesting plans pages during the winter, some new stuff, but mostly culled from old back issues of bygone magazines such as RUDDER, from the days of \$50 kit boats and \$500 boats built in teak and mahogany.

We'll be surveying the many mus-

eums now around which cater to the interests of boat nuts, and the growing number of organized "clubs" which are arising in response to the interest in good boats. Our calendar will carry news of winter gatherings indoors, as well as the odd adventurous outdoor affair such as the February Snow Row.

So, not to wonder. There'll be plenty of ongoing interesting news to bring you. And as spring comes on we're going to get deeply involved in this subject of access to the water for cartoppers and trailerboaters. We have found in our own area that there are many places you can put in besides the \$5 marina ramps or the crowded public ramps.

Now, a question which has been put to us already is this: "Who are these people who have been appearing on the pages of MESSING ABOUT IN BOATS?" Most are not well known personalities in the boating world. Right. They are just the sort of people we find interesting, "ordinary" people doing interesting things with boats. How did these particular ones get into print? Simple. They let me know about what they were doing, and I followed up. As the saying goes, you haven't seen anything yet. I've already got in hand plenty of subjects for the coming winter. BUT, they're not well distributed amongst all interest areas. So, I am inviting you to contact me if you think you are onto something that would interest our readers. I'll follow up. It might be a while before it gets into print, but it will. Those readers who have already been in touch with me, don't despair, I've still got your stories in hand. With the press of many activities in summer and early fall, I've concentrated on them.

As just an "ordinary" boat nut myself, I'm enthused about using these pages to publicize the activities of other "ordinary" boat nuts. Join us in this adventure, call me or write about what it is you're doing and we'll welcome hearing from you.



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Garfield... who else?

Report & Photos by Bob Hicks



The boat's name is GARFIELD. Yes, it's a catboat. The design by Phil Bolger was originally entitled MOUSER. When builder Richard Zapf was at the point of choosing a name, he suggested SYLVESTER to his family. Perhaps this dates Richard just a bit. However, when daughter Marlena, an avid Garfield fan, pointed out that Sylvester always "lost," why Richard saw the light and acceded to his daughter's wisdom. So the boat is called GARFIELD.

Losing is not one of Ricard Zapf's favorite activities. Not that he formally races GARFIELD. "Only I know when it's a race," Richard explains. Just because he happens to find himself on the same course with some other sailboat does not necessarily mean that it's a "race." It depends on the odds. Maybe the other guy is racing, but maybe Richard isn't.

Designer Bolger comments on his little catboat in his book, SMALL BOATS, as follows:

"I won a lot of handicap races in my old boat because of her speed off the wind combined with her deceptively stodgy appearance when pointed out to the handicapping committee. There's a lot more satisfaction in a boat which is faster than she looks than in the converse situation."

That's Richard's favorite setup, a "race" against some modern plastic daysailer/cruiser on a reach or run with all his 180 square feet of sail propelling the tiny 16 footer along while the "competition" is flying the typical small underpowered rig sold to the public to-

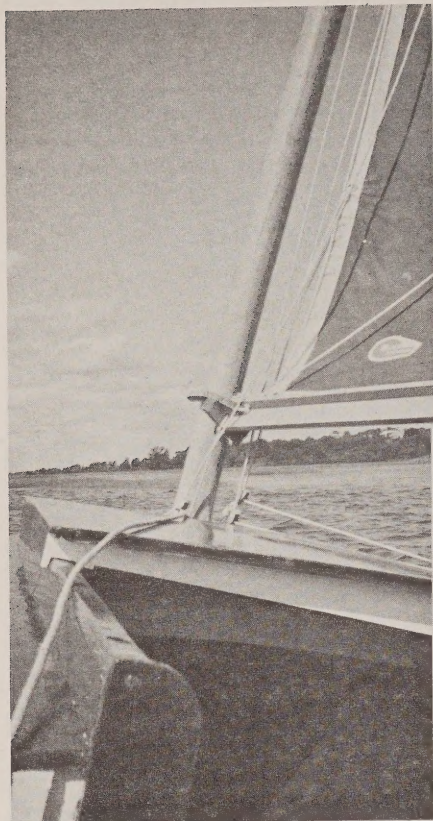
day in the interests of safety. Then the deceptively stodgy GARFIELD soon pulls steadily away.

There was no racing for us late in September when we spent a beautiful sunny bright blue fall Friday out on Plum Island Sound. A moderate northwest wind gave us plenty of power but was never too much for the full rig, an occasional puff that funnelled around the ridges on Great Neck at the entrance to the Sound heeled GARFIELD momentarily, but for the most part we just cruised along comfortably, and in the light air moments that big barn door of a sail kept us moving. It was a day when the wind and tide were just right, an exceptionally high tide at 1 p.m. flooded all the mudflats in the Sound so we could sail just about anywhere we wanted with GARFIELD's 14" draft (boardup) and the odd times when we got into shallows the board just bumped along over the mud and sand bottom. The wind never really headed us badly, some tacking up the twisting Ipswich River and back across the Sound later on towards Eagle Hill River took place with the ideal setup of one long favorable tack with the connecting short tacks in the unfavorable direction.

The Sound was lovely, blue skies, blue and green water, white sandy shores and green marsh grasses. From 10 a.m. to 6 p.m. we met just a few boats, two of them lobster types, one a fishing skiff. We saw a ways off two sailboats, both outside the Sound in Ipswich Bay. It was our own private day afloat. "It makes you feel maybe a bit guilty being out

Happiness is a fa(s)t catboat!





Above: GARFIELD's big sail was made by Dave Howard of Sea Dog Canvas in Salem, Mass. Zapf raves about its performance. Notice the length of the boom.



here," Richard remarked, "I mean with everyone else cooped up indoors somewhere earning a living." Since we are both self employed, such un-Puritan escape becomes possible.

At day's end the wind continued to favor us tacking up the Parker River to the ramp, one long tack and a short, through the moored boats. "You have to remember that GARFIELD's 20 feet wide," Richard had said coming out downwind that morning, the 18 foot boom hanging way out to starboard. But coming in it was close hauled. A few hundred feet from the ramp, the wind disappeared, blocked out by the highway bridge and nearby trees on high ground. But the faint puffs were enough to just offset the outgoing current and we nudged the float at the ramp with just a bit of paddling

with the oar. The outboard never was fired up.

GARFIELD is the present product of Ricard Zapf's search for the perfect small family cruiser. He set some arbitrary specifications before he built GARFIELD, such as 16 foot overall length, trailerability, cuddy cabin, etc. In our next issue we'll begin a short series by Richard on his evaluations of four such potential family boats, The Great Pelican, the Westlawn Mite, Sam Rabl's Titmouse, and Phil Bolger's Mouser.

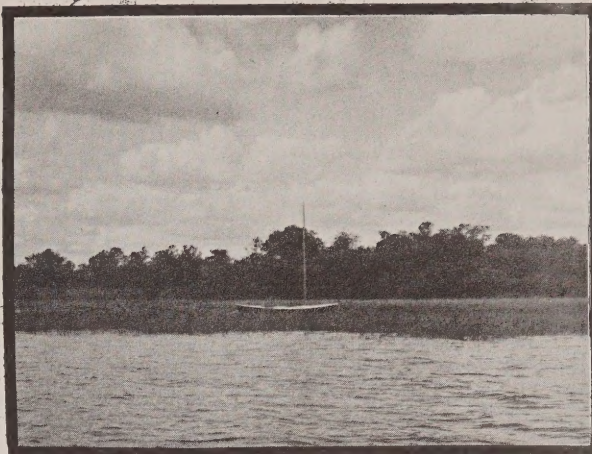
"I really love GARFIELD," Richard Zapf will tell you. "But, maybe the next boat should be just a bit bigger." Yes, after all the youngsters are growing.



Plum Island Sound...skinny water delight!

Plum Island Sound on the Massachusetts north shore, just north of Cape Ann and south of Newburyport and the Merrimac River mouth is a skinny water sailor's delight. It's big enough to provide a day's sailing with stops on the beaches of Plum Island to picnic. It's shallow, and at low tide becomes a col-

lection of deep channels through mudbanks at its northern end, but between half tides there's plenty of water most anywhere, and running aground means sticking in the sand or mud, and you can jump out and push off, unless you drove it in under a full press of sail in strong winds.



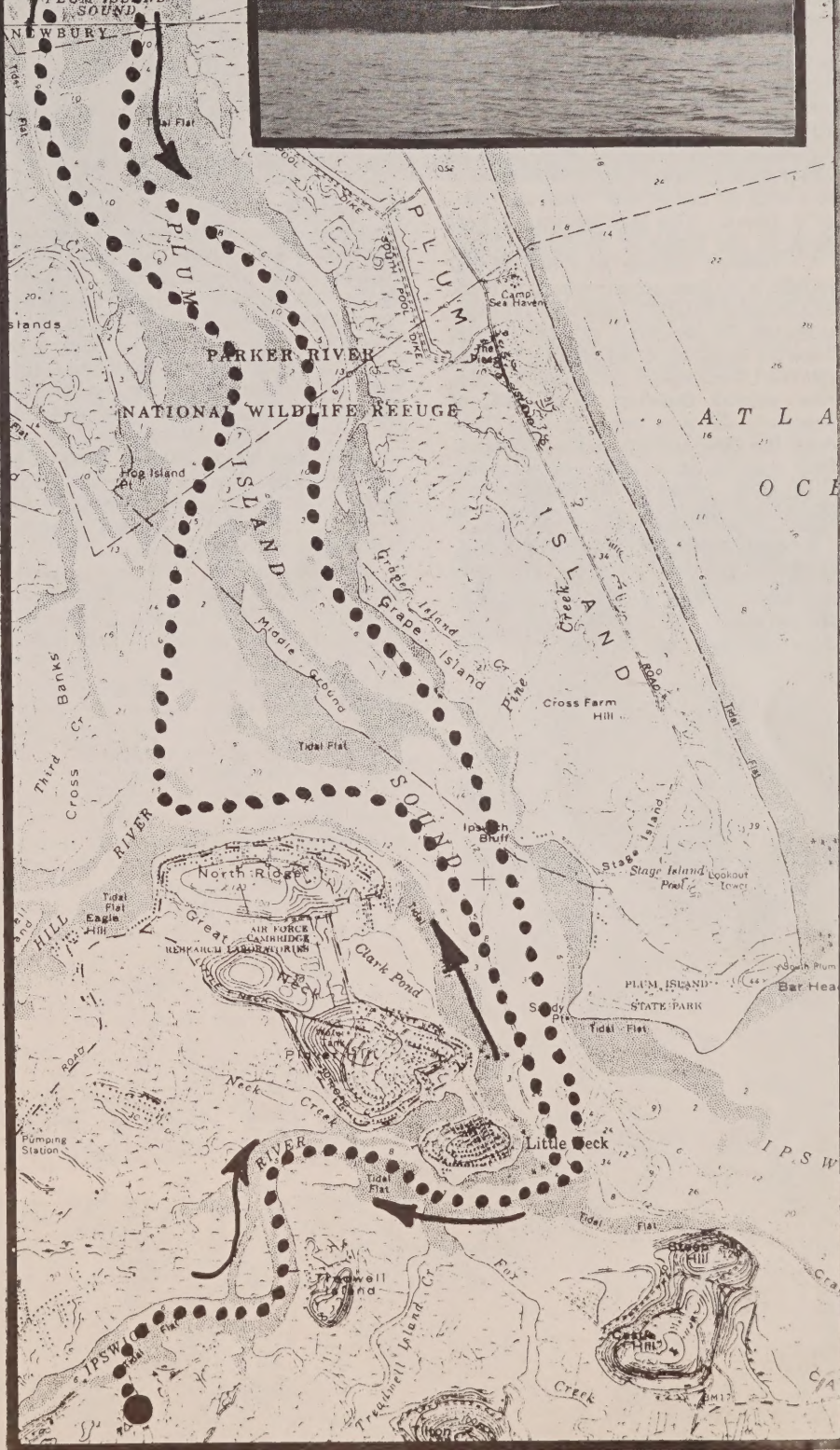
The beauty of the place is the setting in surrounding salt marshes. On the ocean side the great barrier beach of Plum Island, some six miles long, protects the area from the sea and provides an uninterrupted landscape of dunes, grass and trees and waterfowl, as it is a national wildlife refuge frequented by migratory birds. At the southern end the Island has some nice beaches, accessible by boat or by a long detour drive over a rough gravel road. Most drivers stop well north of the end of the Island and use the ocean side beach.

As the Sound nears the exit to Ipswich Bay it gets deeper and the built up shore property on Great and Little Necks provide the only intrusion on the natural setting. Here you get to check out the shorefront homes high on the hillside above the water, and the moored boats at the Ipswich Yacht Club anchorage.

Several rivers are immediately accessible to the Sound, the major ones being the Parker River near the north end of the open part of the Sound, and the Ipswich River just behind Little Neck opposite the exit out into Ipswich Bay. A number of minor tributaries also flow into the Sound and provide interesting exploration possibilities for paddlers and oarsmen. The upper reaches of the Parker River, beyond the Rt. 1A bridge in Newbury, travel several miles inland on a meandering course through vast saltmarshes.

The scourge of this almost ideal skinny water cruising area is the greenhead fly. In July and August this slow moving but tenacious pest tracks down any warm body in the marshes and bites and bites and bites. You can easily swat one dead when it bites you, but that doesn't stop the rest, they keep on coming. The Sound is best enjoyed in May and June and again in September and October. During the summer strong breezy days are okay on the open water, and on the beaches exposed to the wind. Otherwise, it's plan on battling the biting greenhead fly.

Trailer access is best at the Parker River bridge on Rt. 1A in Newbury, where Fernald's has a ramp, the fee is \$3 for a trailer, \$1.50 for rooftoper. There's a sandy slope ramp on the northwest corner of Plum Island that's free, but not useable at low tides and not much use to sailors, just rowers/paddlers. There is also a ramp in Ipswich on the Ipswich River, again not much use to sailors, especially at low tide, the river is very shallow then.



Mystic Schooner Race

Mystic Seaport Museum's 6th Annual Schooner Race took place on September 24th under fair skies with a 10-15 mph northwest wind. The twenty-six schooners entered ranged in size from 24 to 65 feet and were divided into three classes according to size and rig. Some were older gaff riggers, others more modern schooners.

A sixteen mile triangular course in Fisher's Island Sound was used, starting at Seaflower Reef about halfway between Avery Point in Groton and the western end of Fisher's Island. From here it ran to a buoy north of Plum Island, then turned northeasterly to a buoy off Silver Eel Pond on Fisher's Island. The last leg was a beat back to the finish at Seaflower Reef.

Overall winner was BOUNDING HOME, a 52 foot schooner built in 1933. BOUNDING HOME's time was 142 minutes and 30 seconds., and her owner, Thomas Schiller of Stamford, CT, was awarded the Seaport's Brilliant Trophy. The second finisher, FORTUNE, of Newport, RI was actually first boat over the line, but carried a 10% handicap applied to all former winners. FORTUNE, owned by Don Glassie, was the winner in 1982, and measures 56 feet.

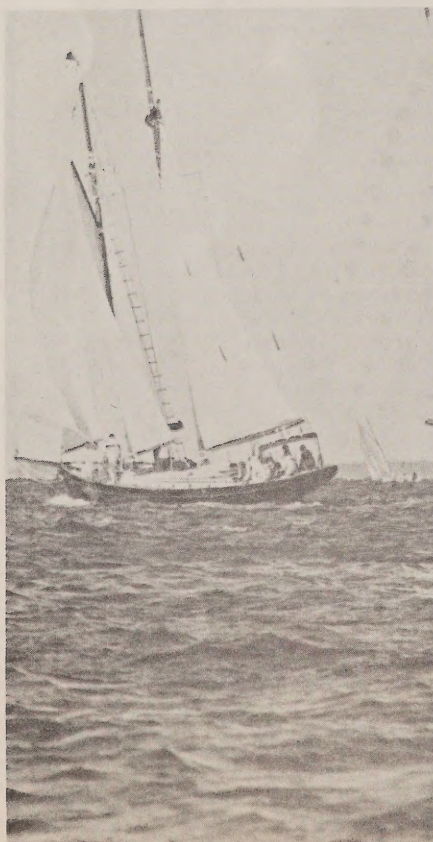
VOYAGER, an Alden design built in 1929, took the intermediate class B win with a time of 173 minutes and 58 seconds. VOYAGER is owned by Peter Philipps of New York.

WHEN & IF crewed by students of the Landmark School.

EBB TIDE, a 26 footer owned by Jerry Bertuglia of Essex, CT, topped the smallest class C entries with a time of 192 minutes and 49 seconds.

MARMION, a 56 footer from New London, CT, withdrew from contention when a crew member fell overboard and had to be rescued (successfully).

In addition to awards for placing, several special awards were made. The Soundings Trophy went to the first gaff headed schooner, MALABAR X, owned by Lee Pryor of Chicago. The Director's Award for the oldest boat went to PANDORIAN, built in 1917 and owned by Barrie Abrams. The Conrad Trophy was awarded to WHEN & IF for having the largest number of crewmen under the age of 18. This 63 footer is crewed by students from the Landmark School of Manchester, MA.



Christmas Cove '83



Report & Photos by Bob Hicks

The Christmas Cove TSCA meet is picture postcard Maine, or right out of the pages of DOWN EAST magazine. The tiny harbor still has a fair number of moored boats in late September, the opening to the south reveals rocky islands capped with evergreens, the sun glints on the sea, rippled by the increasing afternoon southwester. It's the nicest setting for any of the small craft gatherings we attend each year.

The Traditional Small Craft & Rowing Society of Maine is a chapter of the national TSCA organized by local enthusiasts, with Dick Shew, of the Shew & Burnham boatbuilding firm providing much of the driving force. The rowing part is in the name because Dick got heavily into sliding seat rowing craft when his teen age daughter developed an interest in competitive rowing. After a half dozen years now the Christmas Cove gathering, held at the Coveside Marina facilities, has a strong following. Some 30 boats were registered for the 1983 gathering.

The Coveside is closed for the season, but opened especially for this meet over this third weekend in September. Some stay at the facility's motel, others camp out on the grounds. The floats are open for the visitors. Dinner and breakfast are served in the dining room. The entire gathering is just the small craft people with no outside intrusions, so it becomes a very pleasant social weekend.

On Saturday, as is customary with these events, people arrived, put in, and enjoyed trying out one another's boats. Various sub-groups headed out to the islands at the entrance to the bay to do a bit of beachcombing or to just explore. Saturday evening found about 75 people enjoying the superb feed put on by the proprietors of Coveside. On Sunday morning a cruise was scheduled over about a 4 mile route to Pemaquid, where the archeological digs at Fort Pemaquid would be open especially for the group, the caretaker taking his day off to open up the museum and fort no charge. Picnic lunch was enjoyed at the digs prior to the return to the Cove.

About 20 boats took part, most

under oars. The trip out in the morning found a light wind that was, at first, a beat for the sailors, then after passing through the Gut at South Bristol, a reach across upper John's Bay to Pemaquid. By midday the southwester had built up and our return trip was again a beat to windward, with the chop built to one foot or so and just starting to crest into whitecaps, maybe 15 knot winds. The southwester comes right up the bay so we had the seas off our front quarter rowing, the sailors had to beat north a bit on a long tack in order to make the Gut.

The last couple of miles from the Gut down around Foster Point was a dead into the wind battle, the short choppy seas made the rowing and paddling hard going and the sailors again had to beat, a wet ride for some. But the sun glittered on the water, the wind kept one cool despite the exertion and it felt just fine to press ahead into the wind and waves. Rounding the point into the Cove, it then became an easy ride with wind and tide to the Coveside. The cruise turned out to be a really great day, wrapping up an enjoyable weekend of small craft activity.

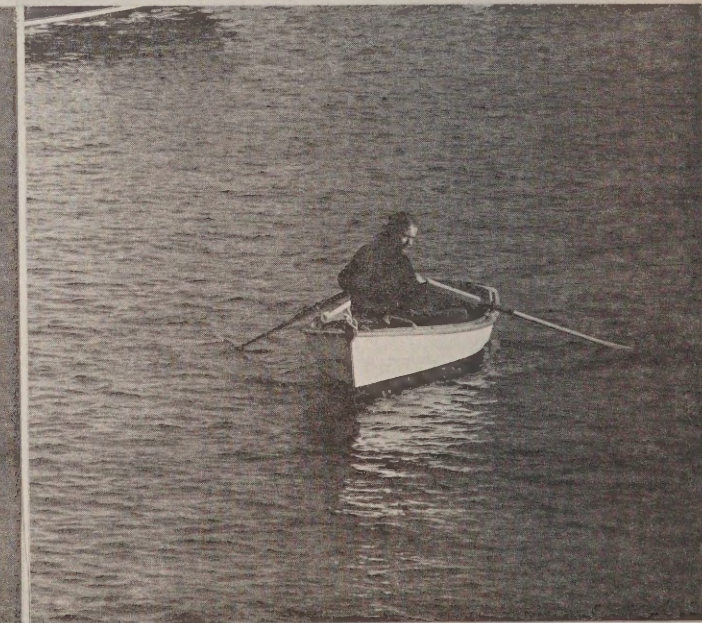
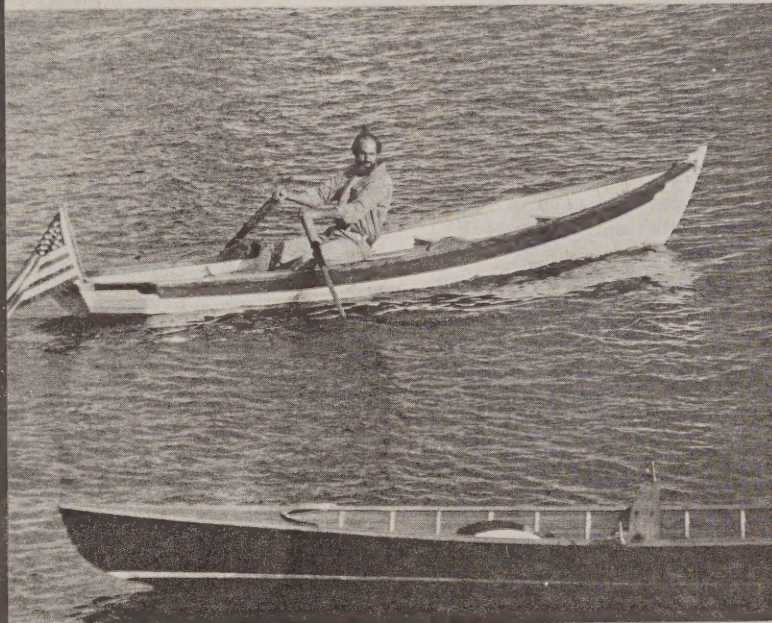
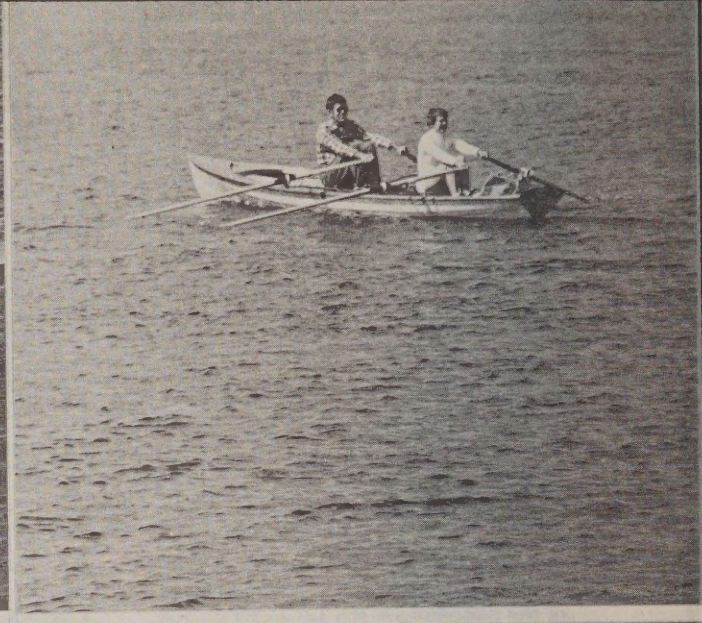
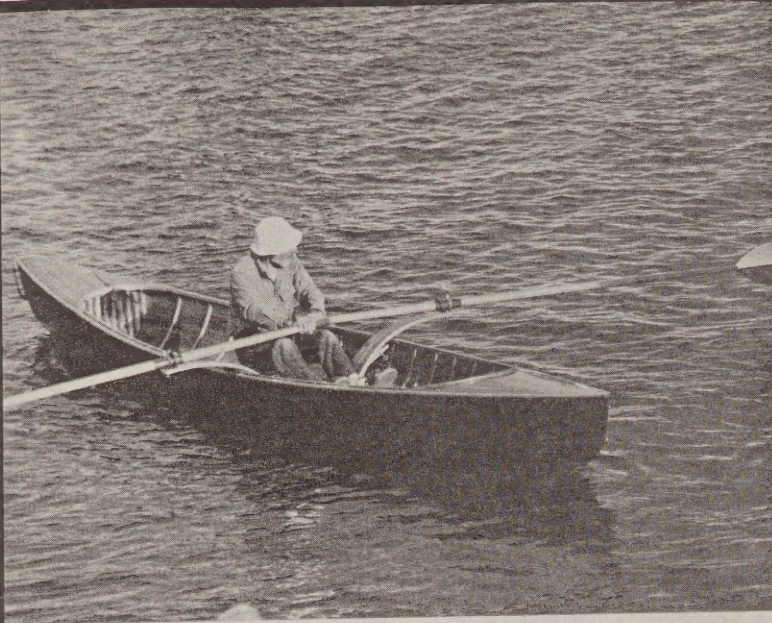
If ever you contemplated the idea of rowing or sailing a small boat on the Maine coast, this annual meet is a great way to give it a try in the company of like minded small craft owners. Keep it in mind for 1984, you'll find it a trip well worth the making.

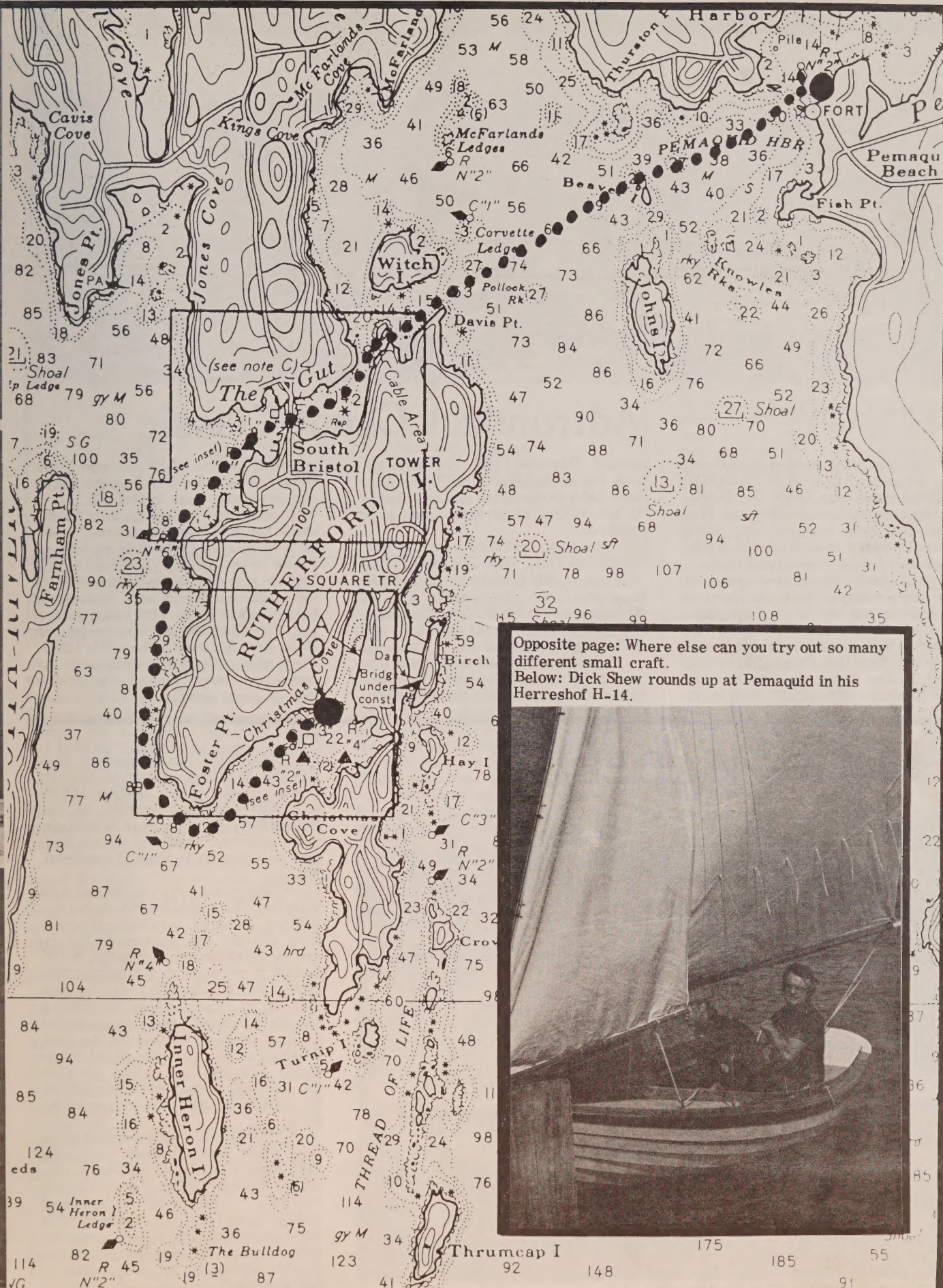
Above: Michael and Barbara Porter and family enjoy one of Mike's Swamscott dories.

Below: Ron and Bonnie Ginger arriving at Pemaquid in their Culler wherry.

Bottom photo: Pause in the cruise to Pemaquid to talk about boats.







Opposite page: Where else can you try out so many different small craft.
Below: Dick Shew rounds up at Pemaquid in his Herreshof H-14.





Report from Kathleen Ivimey
Photo by John Santoro

Adirondack Canoe Classic

The inaugural running of the three day, 90 mile ADIRONDACK CANOE CLASSIC race over Labor Day Weekend was blessed with brilliant blue skies and light breezes. The route followed a water route from Old Forge to Saranac Lake and was open to canoes and guideboats. Seventy-one entrants took part, ranging from 15 year old Kathy Dyer and her 16 year old partner Barb Houth, to 54 year old Jim Frenette, veteran of many canoe races.

The first day covered 35 miles with 3.3 miles of carries. Day two was a 30 mile run with a 1.25 mile carry

around Raquette Falls. The third day took the participants from Upper Saranac Lake to the finish on Lake Flower in the village of Saranac Lake, a 24 mile run.

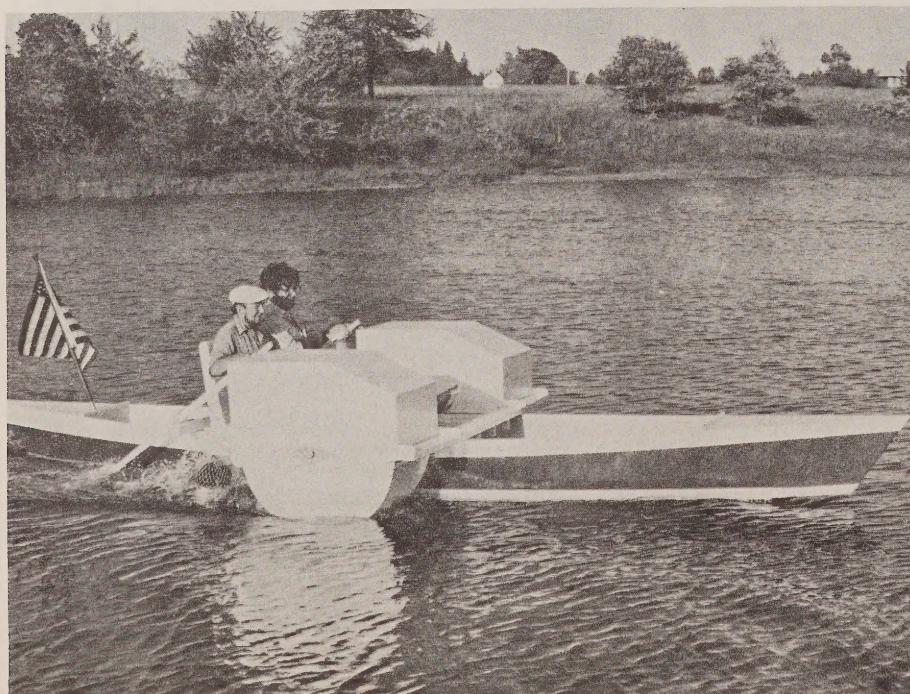
Overall best time recorded was set by Jim Underwood and Steve Fulton of Hanover, NH at 10:41.30. Second best time was set by Dr. George Cook of Saranac Lake at 10:56.43, with his second and third day times of 3:22.31 and 2:25.54 outstanding.

The two man guideboat class was topped by Seward LaShomb of Mineville, NY and Albert Spring of Patter-

sonville, NY in 17:01.19, and Steve Wilcox of Saranac Lake won the single man guideboat class in 16:24.25.

Many who looked on thinking the event was just "too long for me," vowed to be entered in the 1984 running as it was so challenging yet scenic a contest on some of the loveliest waters in the northeast. If you have interest in being advised on the 1984 running, contact the Chamber of Commerce, 30 Main St., Saranac Lake, NY 12983. They plan several newsletters to interested persons through the coming year as plans develop.

Paddlin' MADELINE



MADELINE was launched last July but is unique enough to warrant a look on our pages. She's a 19' 6" x 7' 10" pedalboat designed by Phil Bolger for Peter Burling, a New Hampshire attorney. Dynamite Payson built her at his shop in South Thomaston, ME.

Payson remarks that he was a bit skeptical about MADELINE during the building process, wondering if something this far out would work. But, he states, "Phil has done it again, MADELINE is very much a lady and does about 7 knots under full footpower with less effort expended than in riding a bicycle." Dynamite had also remarked to us at an earlier date that the boat, designed as an exercise machine, would surely exercise the owner, as when the pedalling stops, the boat stops dead, the paddle wheels like brakes in the water.

MADELINE was launched at the Keag River ramp in South Thomaston with about 40 gathered onlookers. Dynamite has one further comment on her charms, "She sounds happy about making those 7 knots, a sort of chuffing noise much like an old steam locomotive climbing a grade. That unexpected delightful sound, to my ears, added to her success."



PATINA'S LOG

Tim Weaver

Things did not go well for PATINA this spring. Her owner was tired, too tired to spend more than a day or two on a boat. And that was all she got.

I wanted the sun, the sky, the warmth and the sparkle. I wanted to sit, to hear, to see, to feel, to let the outdoors -- that special way the outdoors is on the water -- have its way with me. Forget the crouching, kneeling, hiking and holding lines in my teeth. I wanted simplicity. And Patina was designed to cooperate, just use her "one man" or "winter" rig. And I did; one mast just forward of the centerboard, the sheet feeding back through a traveler just aft the tiller.

The result: Sit and sail and it was never the same. Sun drenched summer days with the blue sky wheeling and breeze amove. Silvered hazy days when nothing moved. Rainy days and windy days. And surprises.

First, the flowers. One Saturday in early August I went down for an early morning sail. Nursing a cup of coffee from Dunkin Doughnuts, I managed to get PATINA half across the cove when I noticed great slashes of violet rimming the cove. Flashing, rolling over the edge of the marsh. Congregating in patches along the bank. A color with a world all its own. A deep richly blued red that worked against the full earth tinged greens of mid-summer. That ran lines over the flax colored tops of the marsh grass. That mixed with the mint greens and Dragon Flies and Prussian blues of the August skies.

And then the birds started coming in. First the Great Blue Heron. He came down not 30 yards from PATINA. Great wings of the most fragile gray-blues ease his landing. Then he vanished, later

to re-appear atop an old tree that straddled a canal within the marsh, almost indistinguishable amongst the deadwood. Then came six Great Egrets. Delicate, long necked white birds with long spidery black legs and yellow bills. They patrolled the marsh's edge -- taking a step, or two, or three and stopping. Thrusting their necks about. Ponderingly, quizzically, questingly. And setting forth again. Now and again one would cruise the marsh's edge, neck pulled in, wings on glide, swooping, squawking, croaking.

Next the Ring-billed Gulls came in. A rowdy lot. Incessantly keeping the pecking order straight. Coming, going, crowding, bathing, feeding, cruising the cove, and bedding down about sunset.

And the Double Crested Cormorants. One pair. Large, almost as large as a small goose, with orange throats and dusky, blue-black feathers, one completely so and the other with brown sides and a gray breast. Always together and always shy.

And the Canada Goose. A large lady capable of fantastic water landings. Always honking and gadding about. And last of all, a few Black Ducks. Cautious folk. Paddling about, diving and a coming . . . well, that's anybody's guess.

And amidst all this, PATINA slipping along gently. A sunset in the making. Gulls bedding down, Egrets cruising, Cormorants atop nearby buoys, a few Black Ducks paddling and diving. Little waves reflecting golden rays. Trees caught in side light. Haze of a golden rose fading into night. And suddenly amidst the last light, luminous pools of mint green at the water's edge. And the new moon rising, hints of the harvest moon and the brisk fall days around the corner.

Follow-Up on Doris

Report by Richard Zapf

In our Issue #9 we had a short article on DORIS, a 12-1/2 foot Swampscott dory of considerable charm. Her builder owner adds the following to our comments:

"DORIS was an experiment to see if I could construct a boat from the trees up. She is framed in white oak and planked in hackmatack, which tends to make her heavy. Her weight is probably responsible, in part, for her virtues as a sailboat. John Gardner had her drawn with five strakes per side, however I used four, combining the garboard and bottom strake. She is fastened with galvy screws and galvy boat and clinch nails from the Tremont Nail Factory. I found both the boat nails and the clinch nails quite satisfactory. In addition I glued the laps with Arcon E-152 epoxy resin. This has made a very rigid boat and I have found no evidence of splitting planks. In addition, I sealed the entire boat with Gluvit. In retrospect I now believe this was wasted as it only adds to DORIS' weight and probably has not afforded any extra protection.

I am a sailor first and an oarsman only when absolutely necessary. DORIS was initially rigged with a loose footed sprit, about the same dimension as the spritsail on Culler's Good Little Skiff. She was nice enough when reaching but otherwise proved to be a dog. I added a boom, which improved her performance somewhat, but it was the addition of a jib with a slight amount of overlap that turned her into quite a little performer. She hustles right along and on a number of occasions when conditions did not permit planing to be a factor, particularly in light air, she has surprised more modern dinghys. She has also been surprisingly good in heavier weather where good seakeeping capabilities are more important than the ability to plane.

DORIS rows well enough for a pull around the harbor with wife and kids. She has the typical bronco ride of a dory in rough weather. Initially I used 6 foot oars but these seemed a little short as she would outrun them in smooth conditions. A pair of 7 footers seemed better.

DORIS is an excellent beach boat, her half inch planking and 7/8 inch bottom make her bulletproof. I am not shy about running her right up on the beach. Her flat dory bottom leaves her sitting upright when the tide goes out. DORIS' major drawback is that she is very cramped for a family of four if one intends to go daysailing.

What's happening...

NOVEMBER 3: PEABODY MUSEUM TSCA MONTHLY MEETING, SALEM, MA.

The planned program for this November meeting will feature Steve Kaulback of Charlotte, VT, builder of Adirondack Guideboats in modern cold molded technique. Steve will have one of his completed boats on hand to illustrate his subject.

The Traditional Small Craft Association of the Peabody Museum in Salem, MA, will meet monthly throughout the winter at the Museum at East India Square in Salem, MA at 7:30. Guests are invited. Programs of speakers and films on subjects of interest to small craft owners are scheduled, along with member presentations. For further information call Bob Hicks at (617) 774-0906. Membership, should you decide to join, is \$10 for a year (12 months).

NOVEMBER 15 & 17: SMALL SPAR & OAR MAKING WORKSHOP, MAINE MARITIME MUSEUM, BATH, ME.

This is the second of a winter long series of workshops sponsored by the Maine Maritime Museum. It will provide instruction in selecting stock, laying out, roughing out and finishing masts, sprits, booms and oars for small boats. Instructors are Will Ansel and Greg Rossel.

All the winter courses consist of six hours, three hours each on Tuesday and Thursday evenings. Each workshop is \$35 for non-members of the Museum, \$25 for members. The entire course of six workshops can be signed up for at \$175 for non-members, \$125 for members.

Each workshop is limited to eight participants so early registration is advised. To register, or for further information, call Denis Thoeat at the Maine Maritime Museum, (207) 443-6311.

CANOE BUILDING COURSE CANCELLED & RESCHEDULED FOR 1984

A course in building traditional wood/canvas canoes offered by Sterling College in Craftsbury Common, VT in September was cancelled because of insufficient interest. The course was designed for 8 students, lasted 9 days, and cost \$525, including room and board and expedition expenses, plus a chance (1 in 8) of winning a finished canoe.

The course has been re-scheduled for May 12-20, 1984 to see if the success of the spring 1983 course can be repeated, when five students completed the program. If this interests you, contact Canoe Course, Sterling College, Craftsbury Common, VT 05827 for further details.

"GO BUILD YOUR OWN BOAT" IS PUBLISHED

Dynamite Payson's latest book, GO BUILD YOUR OWN BOAT, has been published, and autographed copies are available directly from Dynamite for \$24.95 plus \$2 shipping. The 128 page book includes 180 illustrations. Dynamite discusses all the aspects of build-

ing boats he has learned over his career, with emphasis on using plywood as the only viable alternative to fiberglass today. The main pitch of the book answers the question, "How do I get started in boatbuilding?"

To order, send \$24.95 plus \$2 postage to H.H. Payson, Pleasant Beach Rd. So. Thomaston, ME 04858.

ISLES OF SHOALS ALDEN RACE

After many years of near perfect weather, the annual Isles of Shoals race for Alden ocean shells was due for a real test with the elements. Sunday July 24th produced high winds, four to eight foot seas and rain at the Isles of Shoals. The course was thus changed to provide a start and finish at Pierce Island in New Hampshire with more than half of the open water rowing replaced by river and harbor rowing. Four power boats, all with capable and experienced skippers, escorted the 28 boats and 34 oarspersons who braved the elements.

Racing against each other for the first time, in the doubles class, Rob Jackson and John Erandson from California overcame their initial handicap (two men vs. a man and a woman) to overtake fellow Californian Gordon Nash and Susan Bryant of Cohasset, Mass., but problems with a hastily installed automatic bailer caused them to swamp and they dropped back to finish fourth. Gordon and Susan were the winners by a wide margin. Susan rowed #6 seat in the Junior Women's Nationals Eight-Oared shell and won a silver medal earlier this year. Matt and Liz Marshall were second followed by John Chandler and his grandson John Norling.

Dana Gaines' open ocean experience rowing between Martha's Vinyard and Nantucket paid off as he won the singles class both on elapsed and corrected time. Dana's from Edgartown. Jack Hubbard of Cohasset, Mass. was second followed by Edmund West of Stonington, Conn. Thirteen boats finished within five minutes, illustrating how many good oarspersons now compete in these events. The handicapping system must have been pretty fair as the age differences in the first five boats ran from youth to advanced middle age.

Ocean racing such as this continues to require not only good rowing ability but also good navigation and seamanship. Nobody should enter this sort of event without some prior experience in rough open water. Once again, too, the good sportsmanship and friendly atmosphere characteristic in Alden races was much in evidence.

Report by Arthur Martin

SHORT SHIPS RACE

Art Hammond of Wiscasset, a coach of the U.S. Olympic Team and a powerful stroke with a pair of oars, made short shrift of the short ships in the annual Short Ships Race at Rockport, ME in late August. Hammond was an easy first in the competition class in both the short sprint (1.4 miles) and the long (6 mile) races from the Rockport Boat Club, rowing his Alden Ocean Shell.

In the traditional class, the sprint was won by Dan O'Reilly and Norm Averill of Kittery in a Piscataqua River wherry, and the long race laurels went to the Charles Mainville family of Sudbury, MA in their 21' pilot gig. Bringing up the rear, but winning the most cheers in the traditional class was Ted Robinson in the shortest ship of all, a self designed and self built six foot scow dinghy.

Some other notable boats at the rendezvous included Bill Marshall's Adirondack Guideboat, Steve Linsey's handsomely restored peapod, race organizer Bill Gribbell's "fast" peapod (Bill and Chris Fasoldt finished third in the traditional long race) and a couple of traditional peapods from the Apprenticeshop, which has recently been re-established on the shores of Rockport Harbor.

It was a great day for rowing and for the picnic that followed the rowing races at the Gribbell homestead on nearby Beauchamp Point, but a disappointment for the sailors who had hoped to join Sam and Susan Manning on their annual junket to Saddle Island, four miles to the eastward across Penobscot Bay. There wasn't a breath of wind. Susan and Sam rowed their big dory across, Bill Marshall rowed his guideboat and several apprentices paddled over in the Shop's Melonseed. Peter Watters had spent a rough night in his Bolger Surf in Clam Cove, south of Rockport, and begged off.

I got a late start out of Camden Harbor and spent most of the afternoon drifting in my new Apprenticeshop Washington County Peapod, under slatting sails. Armed with a new pair of eight foot oars, I hope to make it to Saddle next year, wind or no wind.

Report by Jim Brown



COASTER

The Adventure of The John F. Leavitt

If you have the chance to see the film, **COASTER**, about the **JOHN F. LEAVITT**, you should do so. Regardless of your views on the controversial Ned Ackerman and his ill-starred coastal schooner, the film is interesting and provides some insight into what happened.

We saw it while at the Wooden Boat Show in August, the film was shown in the Newport Art Theater. Filmmaker Jon Cloutier was there to personally introduce it before each showing. One remark he made while explaining his "art" was interesting. He stated he had been on the lookout for a subject for a film that would illustrate the way that America had been built, and when he heard of Ackerman's dream, he went for it.

The film has two distinct portions to it. The best stuff is the actual footage taken from construction on through to the final storm at sea in which the **LEAVITT** was abandoned. All this "real" film footage is pretty good stuff. Ackerman comes across as a prickly sort of guy, he even admits it on screen. At one point, when aground right after leaving for Massachusetts and his first cargo, Ackerman muses on how this rather conspicuous gaffe would be ready made for those sharpening their knives in anticipation of his coming troubles.

An indicator of what was to come was another couple of comments in the film, when Ackerman noted the loss of certain crew persons. He was cheered to then take on new crew, one of whom was an "ex-paratrooper," another a chap who was, "lighthearted and sang good songs." Nothing mentioned about seamanship ability.

The other portion of the film was the re-creation stuff. Obviously all that happened after the **LEAVITT** was abandoned could hardly be filmed as part of

the ongoing chronicle and the rescue mission likewise, filmmaker Cloutier and camera crew were on the **Leavitt** when all that came down. So the rescue effort was re-created. Here was some sort of clanger. The helicopter action and radio stuff was all in bright sunny daytime. The rescue mission got as far as heading out over the sea, that's it. Obviously they could not recreate the actual rescue itself.

This leads to another clanger. The storm at sea, the **LEAVITT** in trouble, that cargo boom banging about, etc. No filming of it. We were given to understand this was because Ackerman forbid the camera crew to go on deck at the height of the trouble in fear for their lives. So, no actual footage of the climactic moments, the storm, the slow sinking of the **LEAVITT**, the rescue. Instead we got two things. One a re-creation of Ackerman on the radio belowdecks calling for help. It could have been the real thing, but it didn't feel like it. The other thing was the stormy sea footage. This is the one thing in the film that really offended me. Cutting from the quite rough looking sea and sky obviously shot from the **LEAVITT** to much darker shots of hurricane seas towering and roaring by, just monster waves, no nearby boat, obviously footage borrowed from some more adventurous film file, I just couldn't accept that. Anyone who has been on the water would spot that swap right off. I guess it was to try to persuade us that it really was pretty bad out there.

Yet, even with these flaws in mind, I still recommend the film as it is a chronicle of how someone can get in over his head, how the will to achieve isn't all that's needed when tackling the sea in a ship. It isn't a chronicle of how America was made, however.

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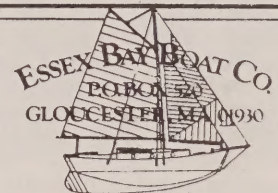
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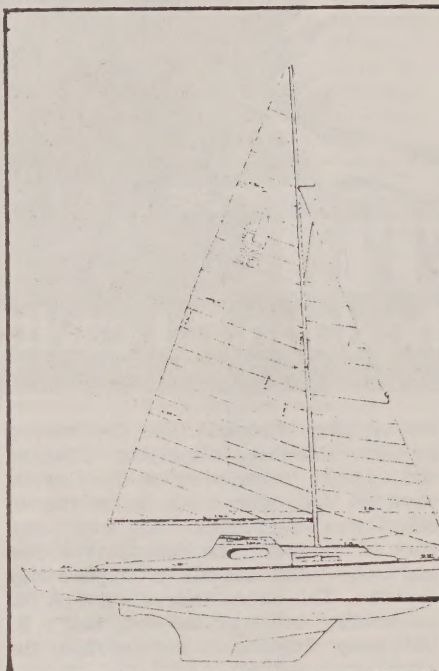
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PERT LOWELL CO, Newbury, MA (617) 462-7409.

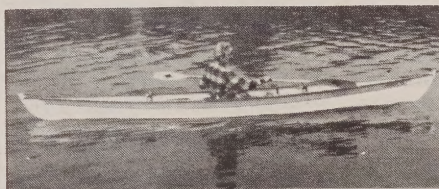
8' DINGHY, skiff design, marine plywood. Light, stable, fastened with brass screws. Galvanized bow eye and oarlocks. Demo, two months old. Painted, including bottom paint. \$325.
FRED HURLEY, Winthrop, MA (617) 846-7509.



Take a Look at This...

Each issue we will feature our choice of an interesting boat for sale sent in by a subscriber. If you have such a boat, send along the details together with a photo (black and white preferred but a clear, light color print is okay) and it might end up as our featured boat. If it is not chosen it will appear anyway on these pages as a regular classified ad with photo. This offer is limited to subscribers.

25' JUNIOR HOLIDAY SLOOP, 1954 Dutch built, mahogany on oak, bronze fastened 8hp auxiliary, 4 sails, good inventory. Send for complete details. Asking \$6500 or best offer.
DAVE DURGIN, Duxbury, MA (617) 585-4991.



17' CULLER DESIGN DOUBLE PADDLE CANOE, "Robert D". Lapstrake cedar, copper fastened. Built by Ken's Boat Shop. Equipment includes a 9' double paddle, a single paddle, folding bronze outriggers, spoon oars and a mooring cover. You have probably seen this boat at the Mystic Seaport, Christmas Cove and Vermont TSCA meets. \$2000.
KEN STEINMETZ, 3710 Ocean Ave. Seaford, NY 11783. (516) 826-8116.

18' MAINE GUIDE MODE OAT CANOE, cedar/canvas wilderness touring design. New, \$2800.
OAT CANOE CO. Mt. Vernon, ME. (207) 293-2694.

SEVERAL INSTANT BOATS: ZEPHYR, Dynamite Payson's personal boat with sail, \$850. SKIMMER, new design demonstrator, 8 foot by 4 foot Garvey run-about, \$300. GLOUCESTER LIGHT DORY, brand new with oars and oarlocks, \$750. SEMI-VEE utility, 15 foot by 5 foot outboard, \$1200. TORTOISE, 6 foot tender, brand new, unpainted, \$185 each, several available.
H.H. PAYSON, So. Thomaston, ME (207) 594-7587.

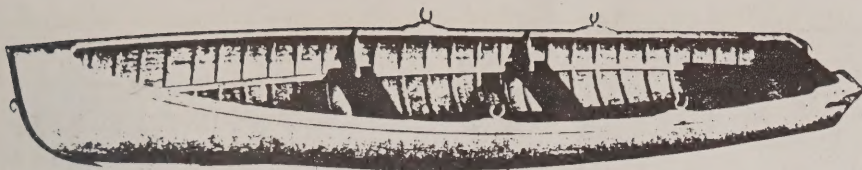
WANTED: Small reversing propellor outfit, complete. Diameter of propellor not to exceed 13".
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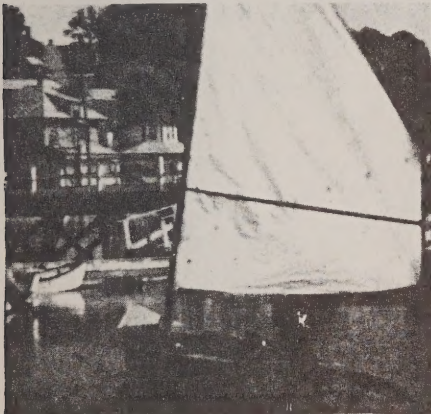
14' OLD WOODEN FISHING SKIFF, cedar strip on oak frames, includes mooring cover, new paint, etc. No motor or trailer. \$1500.
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MEL NELSON, Danvers, Ma. (617) 774-5105.



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19' CULLER SWAMPSCOTT SAILING DORY. Completed 1982, oak frames, pine planking, mahogany sheer, Sitka spars, Horizon sails. Fiberglass over plywood bottom and garboard, TMS epoxy. An excellent rowing boat and good sailer. \$4000 completely rigged. DAVID CORNWELL, Magnolia, MA. (617) 948-7637 home, (617) 525-3792 office.

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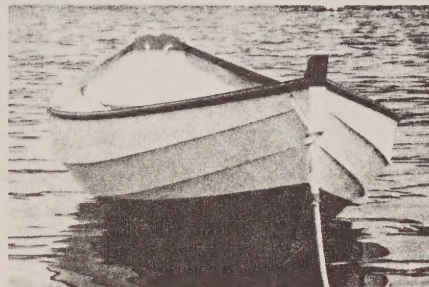
fort and safety. Easy rowing, one or two stations. End of season sacrifice at \$800. RALPH NOTARISTEFANO, Northport, NY (516) 757-3087.

11' BOLGER "DEFENDER", traditional round bottom lapstrake tender design. Bare hull just off mold, needs complete finishing out. Cedar plank on oak frames, copper fastened. Too many projects. \$495.

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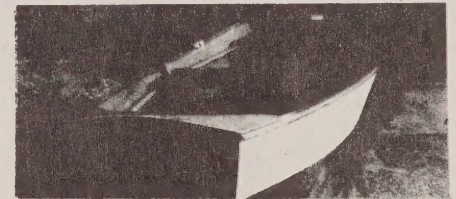
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